## REMARKS/ARGUMENTS

After the foregoing Amendment, claims 1-32 are currently pending in this application. Claims 1, 2, and 7 have been amended. Claims 8, 14, and 22 have been rewritten in independent form including all of the limitations of the base claim and any intervening claims. Claim 28 has been amended into a "device" claim. All pending claims were amended as to a matter of form unrelated to patentability; parenthetical reference numbers were removed. Applicants submit that no new matter has been introduced into the application by these amendments.

### *Allowable Subject Matter*

The Applicants thank the Examiner for indicating that claims 8-32 contain allowable subject matter. In response, claims 8, 14, and 22 have been rewritten in independent form. Accordingly, claims 8-32 should now be in condition for allowance.

### *Claim Objections*

The Action objected to claims 1 and 2 because of informalities. Claim 1 has been amended to recite "the wheel mounted on a wheel carrier." Claim 2 has been

amended to recite "with an X-coordinate" and "a Y-coordinate." Accordingly, withdrawal of the objection to claims 1 and 2 is respectfully requested.

***Claim Rejections - 35 USC §102***

Claims 1, 4, 5, and 7 stand rejected under 35 U.S.C. §102(e) as being anticipated by Serra et al. (US 2003/0071430 A1). Applicants respectfully traverse this rejection.

Claim 1 is directed to a device for modifying the wheel camber of a wheel, where the wheel 1 is pivotally mounted to a wheel carrier 5 by a pivot bearing 4 having an outer bearing part connected to the wheel that is movable on an inner bearing part on the wheel carrier. The outer and inner bearing parts include arc-segment shaped tracks that extend in the pivot plane. (See [0019], [0045], Fig. 1). A virtual rotational point of the pivot bearing 4 is positioned above the wheel contact plane and on the side of the center plane of the wheel facing the vehicle, thus eliminating the undesired car body reaction when driving along a curve.

Serra et al. discloses a vehicular suspension device, which connects the wheel carrier 3 to the body 5 of the vehicle by a means (4, 6, 7, 8, 9) giving the wheel carrier 3 two degrees of freedom. The wheel carrier 3 is connected to an intermediate support 4 by connection rods 6 and 7, which allow the camber

movement of the wheel. The intermediate support 4 is connected to the body 5 by upper and lower arms 8 and 9, which allow suspension spring movement.

Regarding claims 1 and 7, Serra et al. fails to disclose every element of the currently amended claims. The Action points to the intermediate support 4, connection rods (6, 7), and arms (8, 9) as a "pivot bearing." However, the Serra et al. assembly lacks "arc-segment shaped tracks that extend in the pivot plane" as recited in claim 1 and shown in Fig. 1. With respect to claim 1, the Serra et al. four-bar mechanism does not disclose or suggest the outer and inner bearing parts that have arc-segment shaped tracks that extend in the pivot plane. Further with respect to claim 7, Serra et al. lacks a fixed pivot bearing part that is fixed relative to the wheel carrier. The Action points to the intermediate support 41 as a "fixed pivot bearing part" of the pivot bearing (6, 7, 41, 81, 91). However, as shown in Fig. 5, the intermediate support 41 is not fixed relative to the wheel carrier 32. Instead, the intermediate support 41 is connected to the wheel carrier 32 by connection rods (6, 7), which allow the intermediate support to move relative to the wheel carrier. In addition, the specification of Serra et al. explicitly states that the "multi-arm" or "double triangle" system ensures a degree of freedom of movement. (Col. 7, lines 60-63). In fact, the system includes "a first instantaneous center of rotation (CIR r/s) of the movement of the wheel carrier 32 relative to the intermediate support 41." (Col. 9, lines 1-3) (emphasis added). As the "pivot bearing" of Serra et al. lacks both the

claimed outer and inner bearing parts having arc-segment shaped tracks and the claimed fixed pivot bearing part, the reference cannot anticipate claims 1 or 7.

Claims 4 and 5 are dependent upon claim 1, which the Applicants believe are allowable over the cited prior art of record for the same reasons provided above.

Based on the arguments presented above, withdrawal of the §102(e) rejection of claims 1, 4, 5 and 7 is respectfully requested.

***Claim Rejections - 35 USC §103***

Claims 2, 3, and 6 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Serra et al. (US 2003/0071430 A1). Applicants respectfully traverse this rejection.

As discussed above, Serra et al. fails to disclose every element of claim 1, which claims 2, 3, and 6 are dependent upon. Specifically, Serra et al. fails to disclose a pivot bearing with arc-segment shaped tracks. Given the differences between claim 1 and Serra at al., it would not have been obvious to a person having ordinary skill at the time the invention was made to further modify the suspension device of Serra et al. to include the limitations of claims 2, 3 and 6. Accordingly, withdrawal of the §103(a) rejection of claims 2, 3 and 6 is respectfully requested.

***Conclusion***

If the Examiner believes that any additional minor formal matters need to be addressed in order to place this application in condition for allowance, or that a telephone interview will help to materially advance the prosecution of this application, the Examiner is invited to contact the undersigned by telephone at the Examiner's convenience.

In view of the foregoing amendments and remarks, Applicants respectfully submit that the present application, including claims 1-32, is in condition for allowance and a notice to that effect is respectfully requested.

Respectfully submitted,

Osterlanger et al.

By___/Randolph J. Huis/___
Randolph J. Huis
Registration No. 34,626

Volpe and Koenig, P.C.
United Plaza, Suite 1600
30 South 17th Street
Philadelphia, PA 19103
Telephone: (215) 568-6400
Facsimile: (215) 568-6499

RJH/LXS/dmm